

**59369**

From: Ryszard J. Zadow  
32102 Skyway Ln.  
Waller, Texas. 77484

**ORIGINAL**

**FAA-99-5483-38**

DEPT. OF TRANSPORTATION  
DOCKET SECTION 4

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To: DEPARTMENT OF TRANSPORTATION  
Federal Aviation Administration  
14 CFR Parts 65, 91, 105, 119  
[Docket No. FAA-1999-5483; Notice No. 99-03]  
RIN 2120-AG52  
Comments to NRPM 99-03, Parachute Operations

I would like to address certain parts of the proposed changes to FAR 105. In order to add validity to my comments, I would like to explain my background. I have been active in Sport parachuting for 21 years and have:

- 1) over 1500 parachute jumps, both civilian and military.
- 2) USPA and military jumpmaster.
- 3) Operated several skydiving businesses including drop zones and aircraft operations spanning from single airplane to multi-engine turbine powered operations.
- 4) These businesses often employed FAA certified parachute riggers.
- 5) currently a professional airline pilot.
- 6) Over one third of my 12,000 hours pilot time was accumulated flying skydivers.

#### Parachute packing

Section 65.111 Certificate required. And 65.125 Certificates: Privileges.  
Section 105.43 Use of single-harness, dual-parachute systems.

I strongly oppose the proposal that a person needs to be under the direct supervision of an FAA certified parachute rigger to pack a parachute that they do not intend to use. A distinction must be made whether or not that parachute will be used in a commercial sense. It is in the interest of public safety that parachutes to be used by first time parachutist, student parachutist, parachutists renting main parachutes and tandem parachute passengers, to have those main parachutes packed under the supervision of an appropriately rated FAA certified parachute rigger. From past experience as a drop zone operator I can see situations that would make the direct supervision by a certified parachute rigger impossible, impractical, or an undue operational and economic burden on the operation. A solution would be to have the FAA certified parachute rigger document, in the packers logbook, or other appropriate record, that he has given training to, and found that individual competent to pack main parachutes. This would be similar to the endorsement a Certified Flight Instructor would make in a pilots logbook.

If the main parachute is not to be used by a student, first time, or tandem parachutist, then the responsibility for use of a main parachute by an experienced parachutist lies with the individual. An analogy would be if the servicing of an aircraft was the responsibility of a certified A&P mechanic, therefore only an A&P Mechanic can fuel an aircraft, or the pilot may fuel the aircraft only under the direct supervision of an A&P mechanic. We know we can properly train even non-pilots to fuel and oil aircraft without the direct supervision of an A&P mechanic. The same can be done with parachutists. The only individuals licensed under the Federal government in skydiving are Pilots and Parachute Riggers. Main parachutes are not licensed by the Federal government. What ever happens between skydivers that involves main parachutes ought to be the responsibility of the individual skydivers.

#### Reporting and Notification Requirements

Section 105.19 and 105.23

I strongly oppose the removal of the notification process with the FAA Flight Service Station. In my experience I have found that the Flight Service Station is often the most appropriate facility to communicate information about parachuting activities. Putting the responsibility of notifying the FSS and filing the

appropriate NOTAMS on the ATC facility opens up an additional administrative burden on the ATC facility and does not remove the responsibility of proper notification actions from the individual conducting the parachuting operations. The Local NOTAM is often the best protection an operation has to ensure notification is available to users of the airspace. Removing the responsibility of notification from the parachuting operation, and hoping an already over-burdened ATC facility will do it will not enhance public safety. Let the parachuting community maintain its own responsibility of filing appropriate NOTAMS.

I strongly oppose the removal of the communication option with the FAA Flight Service Station. In remote areas and areas of limited radar coverage The FSS is the most appropriate facility to be in communication with during parachute operations. Removing the ability to communicate with FSS would unnecessarily restrict the parachuting operation when radar coverage is not available, or periods of high controller workload. I have personally experienced situations when a controller literally told me he did not have time to deal with the jump plane due to workload. What was I to do, land with my skydivers? I was able to call the FSS and continue operations. The controller workload focus was nowhere near our parachuting operations and we were no safety risk to anyone else in that airspace. This communication option should be retained.

I highly agree that contact be made with the air traffic control facility having jurisdiction over the affected airspace. In my experience I have found that personal contact with the ATC facility greatly enhances safety and operational cohesion. However, this must be limited to a notification requirement and not become a requirement for "permission".

I am totally opposed to the requirement that anyone be required to obtain prior approval from airport management to conduct parachute operations over or onto that airport. This requirement has caused more safety, operational, political and economic hardship on the parachuting in this country than probably any other requirement. It is discriminatory at the least. No other aviation activity needs this type of permission. I have personally seen situations where, because of one person's agenda against parachuting, parachutists were forced to conduct operations at a less suitable and less safe airport and area than what would be available to them if they were not required to have permission to use a nearby publicly operated airport. It is shameful. Parachutists pay their taxes just like any other aviation users, yet we have to fight uphill political battles to use the facilities everyone else gets to use just because of this unnecessary requirement. There would be no effect on public safety if this requirement was removed. It would enhance safety by putting parachuting operations on better maintained airports with better facilities. One major factor I have found that affects the integration of parachuting operations with other forms of aviation is the lack of familiarity of parachuting operations. The requirement to get permission from airport management has over the years effectively banishing parachuting to other remote sites and created an "us vs them" mentality. On my airport, when parachuting was first introduced there was an outcry of safety concerns. Over time, as people became familiar with and accustomed to the parachuting operations, these concerns subsided and a very cohesive, co-operative environment has developed between the parachutists, the airport residence and other users of the airport. Problems only arise when pilots unfamiliar with parachuting enter the pattern and are surprised. The most often heard comment when these instances occur is "This is an airport.. why don't those skydivers go somewhere else.." Had we all been operating together all along, there would be less people unfamiliar and less incidents. Let's remove this requirement, remove the unnecessary burdens it puts on parachuting and get us all working together to enhance public safety.

Section 105.19 Parachute operations between sunset and sunrise.

I oppose this requirement to display a light that must be visible for 3 statute miles in all directions. A noble idea, but I don't think there currently exists a light that can be attached to a parachutist that can be seen from all directions. The most common mounting place for a light is the parachutist's helmet. How do you see that helmet mounted light from directly above the parachutist, when the parachute itself will block the light? Possibly rewording this section will allow a solution that would enhance public safety within current limits of available technology-

Section **105.21** Parachute operations over or into a congested area or an open air assembly of persons.

This proposed section contains provisions currently found in section **105.15** and contains one change. The FAA proposes to remove the \$-day requirement to apply for a certificate of authorization since the administrative time necessary to process such requests has been reduced. I only wish to express my amusement at this change since the last time I submitted a request for a certificate of authorization I was told without 3 weeks prior notice they could not guarantee it would be processed in time.

Section **105.23** Parachute operations over or onto airports.

As in my comments above I am totally opposed to any requirement to obtain prior approval by airport management. It would make sense that parachutists could not just fly over a controlled airport and just surprise the tower with an announcement that parachuting operations were about to be conducted. Prior co-ordination is not an unnecessary burden, but prior permission from the airport management is.

Section **119.1** Applicability.

I strongly oppose this requirement and support its elimination. The simple growth of our cities makes this requirement outdated. In certain instances, demonstration jumps in particular, it is impossible to stage an intentional parachute jump within 25 miles of the intended drop zone. In addition, suppose my wife and I choose to fly our aircraft to a drop zone more than 25 miles away and I would like to jump out there. What consequence is it to public safety if the parachuting activity originates more than 25 miles away from the intended drop zone if appropriate prior approval, notification, and co-ordination with the proper ATC facility is accomplished. None. It is no different that if the parachuting operation is originated at the drop zone. This rule should be eliminated.

Sincerely,

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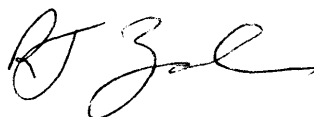
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